

# State of Nevada Transportation FACTS AND FIGURES

January 2001



The \$99 million reconstruction of the I-15/U.S.95 Interchange eased congestion in rapidly growing Las Vegas.



Prepared by: Operations Analysis Division  
of the Nevada Department of Transportation

Kenny C. Guinn, *Governor*

Tom Stephens, P.E., *Director*

[www.nevadadot.com](http://www.nevadadot.com)

O R E G O N

I D A H O

C A L I F O R N I A

U T A H

A R I Z O N A



STATE MAINTAINED  
HIGHWAY SYSTEM  
**NEVADA**

2000

PREPARED BY  
NEVADA DEPARTMENT OF TRANSPORTATION  
PLANNING DIVISION

- NATIONAL HIGHWAY SYSTEM
- SURFACE TRANSPORTATION PROGRAM
- - - DISTRICT BOUNDARY



The new urban interchange at I-80 and Pyramid Way in Sparks was completed in June 1999.



This overlay project near Winnemucca was part of NDOT's ongoing pavement preservation effort.

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## MISSION STATEMENT

The mission of the Nevada Department of Transportation is to efficiently plan, design, construct and maintain a safe and effective transportation system for Nevada's economic, environmental, social and intermodal needs.

A powerful snowplow flings freshly fallen snow off Mt. Rose highway.



Contractors install water treatment vaults underneath U.S. 50 near Lake Tahoe. The concrete vaults are part of an elaborate filtration system to treat storm water runoff before it reaches the lake.

## DIRECTOR'S MESSAGE

Nevada is the fastest-growing state in the nation and NDOT is determined to keep traffic flowing smoothly and safely into the 21st century. During the last two years we've made an aggressive effort to keep pace.

In June 1999, the city of Sparks welcomed the opening of a new urban interchange on Interstate 80 at Pyramid Way. The two-year \$29 million project improved the existing interchange to allow easy access to downtown in every direction.

The driving woes of Las Vegas and tourists alike were eased in August 1999 by the completion of the \$58 million Spring Mountain Road/Interstate 15 Interchange, NDOT's second-largest highway project ever.

Finishing six months ahead of schedule, the \$99 million "Spaghetti Bowl" I-15/U.S. 95 interchange in Las Vegas opened in March 2000. The revamped interchange will reduce the congestion caused by the 330,000 vehicles using it each day. It is now capable of accommodating 500,000 vehicles per day. The project earned the 2000 "Making a Difference" Silver Award, Partnering Category, from the National Quality Initiative.

In May 2000, another urban interchange opened, this time in North Las Vegas at I-15 and Cheyenne Avenue. With traffic doubling on both routes the last 10 years, the new \$25 million interchange is a welcome improvement.

Also in Clark County, nearly nine miles of I-15 from I-215 to Lake Mead Boulevard were widened from four to six lanes. The \$11 million project will help alleviate the traffic squeeze for those traveling south of Las Vegas.

NDOT spent nearly \$400 million on an overlay and reconstruction program – our biggest ever – during the last two years to preserve our existing roads. Highway preservation efforts have made Nevada's road network one of the best in the country, according to national comparisons of road condition.

To provide the safest transportation system for motorists and pedestrians, we are always monitoring our highways to locate and then mitigate hazardous locations. In 1999, for example, we installed barrier rail on steep and twisting U.S. 50 between Carson City and Lake Tahoe. The \$2.5 million project should significantly reduce head-on collisions. In the summer of 2000, we modified Tropicana Avenue in Las Vegas to improve safety for the hundreds of pedestrians crossing daily.

We will continue to build and maintain a safe and efficient transportation system for all travelers in Nevada.

Happy and safe traveling!  
Tom Stephens, January 2001

# MAJOR PROJECT INDEX

## Major Projects Begun In The Past Three Years

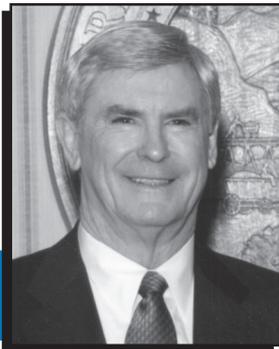
- I-15/U.S. 95 Interchange in Clark Co.: Reconstruct interchange, \$99 million
- I-80 in Elko Co. from 3 miles west of Pilot Peak to the NV/UT state line: Rubblize and overlay, \$15.8 million
- I-15 in Clark Co. south of Lake Mead Interchange to Southern Beltway: Widen from 2 to 3 lanes, \$15 million
- I-80 in Washoe Co. from 1.4 miles west of Patrick Interchange to 1.4 miles east of Painted Rock: Crack and seat existing concrete with asphalt overlay, \$19.8 million
- I-80 in Humboldt Co. from 9.9 miles east of the Pumpnickel Valley Interchange to the beginning of concrete pavement: Roadbed modification, \$15.7 million
- U.S. 395 in Carson City/Carson City Freeway: Build Phase I bridges, \$13 million
- I-15 in Clark Co. from Sahara Ave. to Charleston Blvd.: Widen I-15 northbound and reconfigure structures, \$23.6 million
- I-80 in Pershing Co. from beginning of asphalt to 2.8 miles west of the Rye Patch Interchange: Roadbed modification, \$11.8 million

## Major Projects Planned For The Next Three Years

- I-80/I-580 Interchange and I-80 from west city limits of Sparks to near E. McCarran Interchange in Washoe Co.: Improve interchange capacity and remove and replace concrete pavement, \$40 million
- U.S. 95 in Clark Co. from I-15 to Rainbow Blvd. Interchange: Replace structures and widen to 10 lanes, \$170 million
- I-15 in Clark Co. from Primm Interchange to 20 miles north: Widen to 6 lanes, \$35 million
- U.S. 395 in Carson City from U.S. 50 east to 0.6 miles north of Arrowhead Drive: Construct 4-lane freeway, \$87 million
- I-580 in Washoe Co. from Winters Ranch to Mt. Rose Hwy.: Construct 6-lane freeway, \$203 million
- I-215 in Clark Co. from I-515 to Stephanie St.: Construct 4-lane beltway and I-515/I-215 Interchange, \$50 million
- S.R. 146 (St. Rose Parkway)/I-15 Interchange and S.R. 146 from I-15 to Pecos Rd. in Clark Co.: Reconstruct interchange and widen to 8 lanes, \$50 million
- U.S. 50/U.S. 50A/U.S. 95A in Churchill and Lyon counties from Fallon to Fernley: Replace bridge and widen to 4 lanes, \$36 million

## TRANSPORTATION BOARD OF DIRECTORS

*Chairman  
Kenny C. Guinn  
Governor*



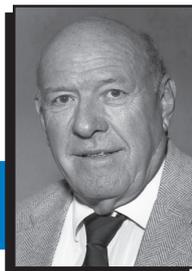
*Lorraine Hunt  
Lieutenant Governor*

*Frankie Sue  
Del Papa  
Attorney General*



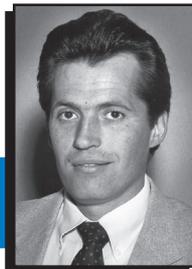
*Kathy Augustine  
Controller*

*Caesar Caviglia  
Member*



*Jim Thornton  
Member*

*Tom Gust  
Member*



## ADMINISTRATION

1263 S. Stewart St.  
Carson City, Nevada 89712  
Phone (775) 888-7440  
Fax (775) 888-7201



**Tom Stephens, P.E.**  
Director



**Jeff Fontaine, P.E.**  
Deputy Director

**Susan Martinovich, P.E.**  
Asst. Director  
Engineering



**Ruedy Edgington, P.E.**  
Asst. Director  
Operations

**John Neill**  
Asst. Director  
Administration



**Kent Cooper**  
Chief  
Program Development

**Tom Fronapfel, P.E.**  
Asst. Director  
Planning



# ENGINEERING DISTRICTS AND MAJOR MAINTENANCE STATIONS

## District 1

**LAS VEGAS** (702) 385-6500  
Fax (702) 385-6511

123 E. Washington Avenue  
Las Vegas, Nevada 89101  
Eugene F. Weight, P.E.  
District Engineer

## Major Maintenance Station

**TONOPAH** (775) 482-2375  
Fax (775) 482-2310

805 Erie Main  
Tonopah, Nevada 89049  
Charles Nixon, P.E.  
Asst. District Engineer

## District 2

**RENO** (775) 834-8300  
Fax (775) 834-8390

310 Galletti Way  
Sparks, Nevada 89431  
Richard J. Nelson, P.E.  
District Engineer

## District 3

**ELKO** (775) 777-2700  
Fax (775) 777-2705

1951 Idaho Street  
Elko, Nevada 89801  
Mike Glock, P.E.  
District Engineer

## Major Maintenance Station

**ELY** (775) 289-1700  
Fax (775) 289-1710

1401 Avenue F  
Ely, Nevada 89301  
Joe Martinez, P.E.  
Asst. District Engineer

## Major Maintenance Station

**WINNEMUCCA** (775) 623-8000  
Fax (775) 623-8030

725 W. 4th Street  
Winnemucca, Nevada 89445  
Dave Lindeman, P.E.  
Asst. District Engineer

Note: District boundaries are shown on the map  
inside the front cover.



Crew 382 members  
(left to right) Lamar  
Gardner, Cody  
Maynard and Rick  
Rimington are happy  
to have some elbow  
room in the newly  
remodeled Lund  
maintenance station.

## KEY PHONE NUMBERS

To call any state office in Carson City, Reno, or Las Vegas toll free from outlying areas, call and give the operator the extension you desire..... **800-992-0900**

To call any state office from Las Vegas, call and give the operator the extension desired. .... **486-3000**

To call any state office from Carson City or Reno, call and give the operator the extension desired..... **684-1000**

### Road Construction/Winter Road Condition Report Numbers

All areas of the state except Tonopah .....1-877-NVROADS  
(1-877-687-6237)

Tonopah ..... (775) 482-2323

Dialing 1-877-NVROADS also provides road information for adjacent states. Road information is also available on the internet at [www.nvroads.com](http://www.nvroads.com).

### Other Frequently Called Numbers

#### Public Information

Carson City ..... (775) 888-7000

Las Vegas ..... (702) 358-6504

Customer Service ..... (775) 888-7000

Director's Office ..... (775) 888-7440

Construction Plans and Specifications ..... (775) 888-7070

Contract Bidding Results ..... (775) 888-7070

Overdimensional Vehicle Permits ..... (775) 888-7410

or ..... 1-800-552-2127

Maps ..... (775) 888-7627

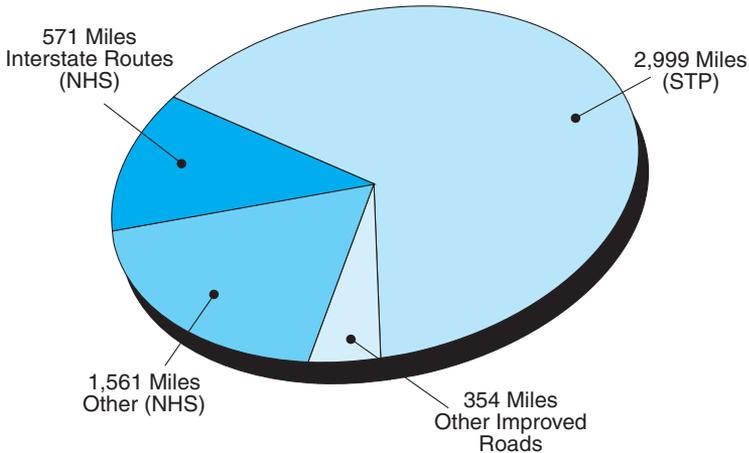
Facsimile ..... (775) 888-7115

## SYSTEM MILEAGE

There are two federal-aid highway systems: the National Highway System (NHS) and the Surface Transportation Program (STP). Most roads maintained by NDOT, and some maintained by other agencies, are federal-aid highways. Federal-aid highways carry the most traffic.

	<i>NDOT Maintained</i>	<i>Locally Maintained</i>	<i>Statewide Total</i>
<b>Federal Aid</b>			
NHS	2,132	15	2,147
STP	2,999	1,614	4,613
<b>Non-Federal Aid</b>			
Other Improved	354	13,742	14,096
Unimproved	0	23,757	23,757
<b>Total</b>	<b>5,485</b>	<b>39,128</b>	<b>44,613</b>

**Total System Mileage Maintained by NDOT**  
(5,485 Centerline Miles)



## SYSTEM DEFINITIONS

### NATIONAL HIGHWAY SYSTEM (NHS)

The NHS is a system of major federal-aid roads including all Interstate Routes, most principal arterials, the defense strategic highway network, and strategic connectors. Interstate Routes connect the principal metropolitan areas and industrial centers of America, serve the national defense, and connect suitable border points. The Interstate Routes, along with the other routes of the National Highway System, form the backbone of America's highway network.

FEDERAL AID

### SURFACE TRANSPORTATION PROGRAM (STP)

The STP includes federal-aid roadways that are not on the NHS but are functionally classified as principal arterials, minor arterials, or major collectors. Generally, these roadways link other improved roads to the NHS. Federal aid for the STP is flexible, and may be used for both NHS and STP roads.

IMPROVED ROADS

### OTHER IMPROVED ROADS

Improved roads that are not part of the NHS or STP are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and STP. They are public facilities which are regularly maintained, but may be paved or unpaved. On the NDOT-maintained system, these roads include access, frontage, and state-park roads. The cities and counties maintain improved roads that generally adjoin homes, businesses, and farms. Roads in this category are not eligible for federal aid, but do qualify for Nevada's gas tax distributions.

NON-FEDERAL AID

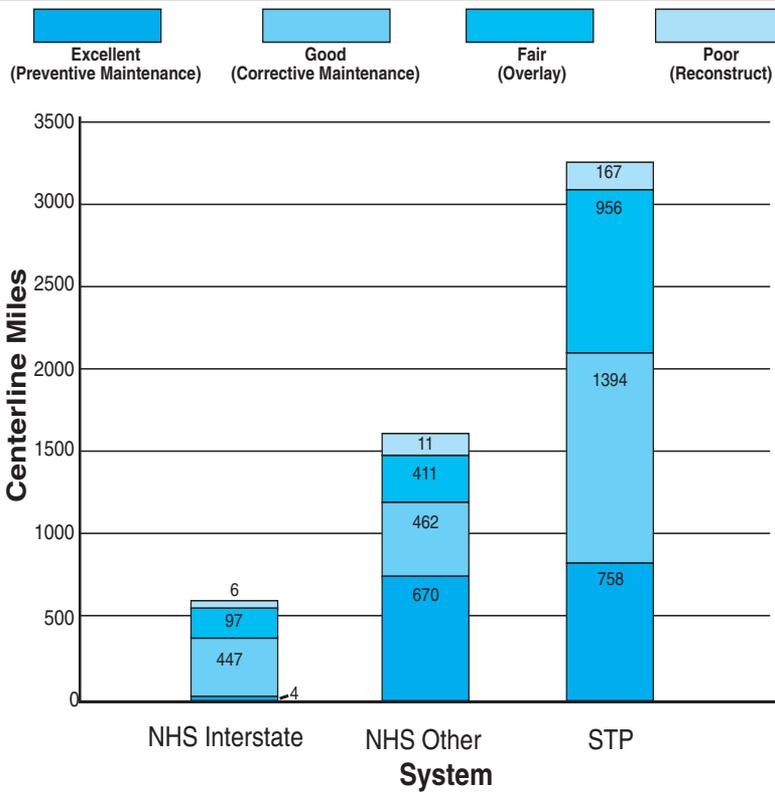
### UNIMPROVED ROADS

Unimproved roads are not functionally classified and are not regularly maintained. They carry sporadic traffic, and do not qualify for federal aid or Nevada's gas tax distributions.

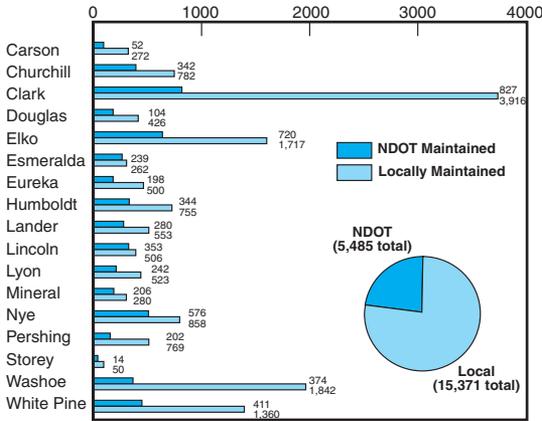
# NDOT-MAINTAINED PAVEMENT CONDITION

## CENTERLINE MILES BY SYSTEM - 1999

Condition (Required Treatment)



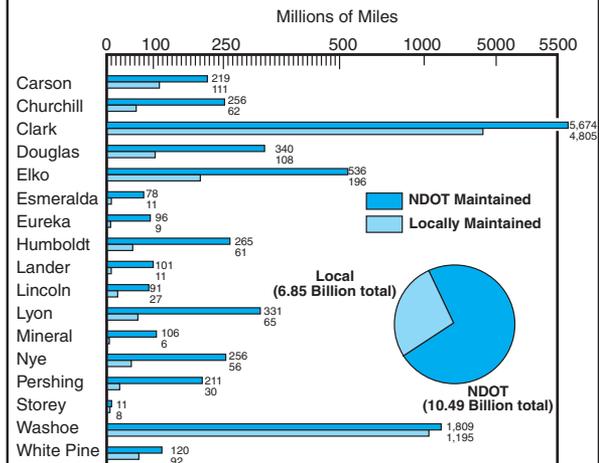
## 1999 Miles of Improved Road By County



## VEHICLE MILES OF TRAVEL

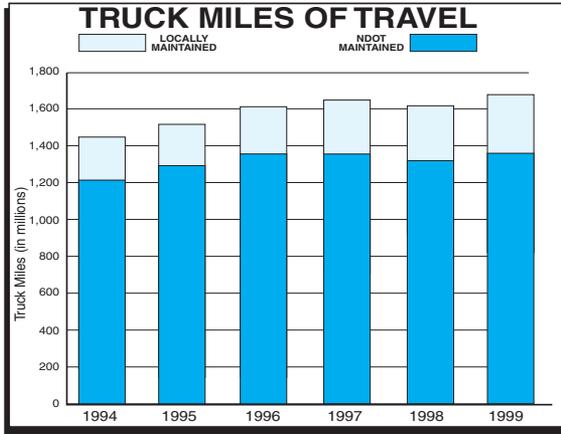
Twelve percent of all Nevada's roads are on the state-maintained system. However, this 12 percent carries 61 percent of the total vehicle miles of travel. The remaining 39 percent of travel is on systems maintained by county, city or other governmental agencies. Vehicle miles of travel on all Nevada roads more than quadrupled from 3.5 billion

## 1999 Vehicle Miles of Travel By County



Continued on page 12

in 1970 to 17.35 billion in 1999. The state-maintained system also carries 81 percent of all truck traffic and 86 percent of the heavy truck traffic.



A heavy truck with an oversized load barrels its way toward Tonopah via the Extraterrestrial Highway (S.R. 375).

## BRIDGES

A bridge is defined as a structure of more than 20 feet in length. Currently there are 1,467 bridges in Nevada. The Nevada Department of Transportation maintains 1,004 bridges; 456 are maintained by county, city or other governmental agencies, and 7 bridges are privately maintained.

### State-Maintained Bridges Needing Renovation by Deficiency

<i>Seismic</i>	<i>Structural</i>	<i>Functional</i>
260	36	17

# TRANSPORTATION FINANCING

## General

State highways maintained by the Nevada Department of Transportation are financed with dedicated highway-user revenue and federal funds. No General Fund (general tax) revenue is used. State and federal highway funds are principally derived from vehicle fuel tax and registration fees.

## Federal Highway Trust Fund

Fuel tax and other highway-user revenue collected by the federal government is placed in the Federal Highway Trust Fund. Congress allocates these funds to the states per provisions in the Transportation Equity Act for the 21st Century, passed in 1998, and annual appropriations bills.

Federal funds are available only for reimbursement of expenditures on approved projects. Federal aid is not available for routine maintenance, administration, or other non-project related costs. To acquire federal funds, the state generally must pay 5 to 20% of the project's cost.

## Constitutional Provisions

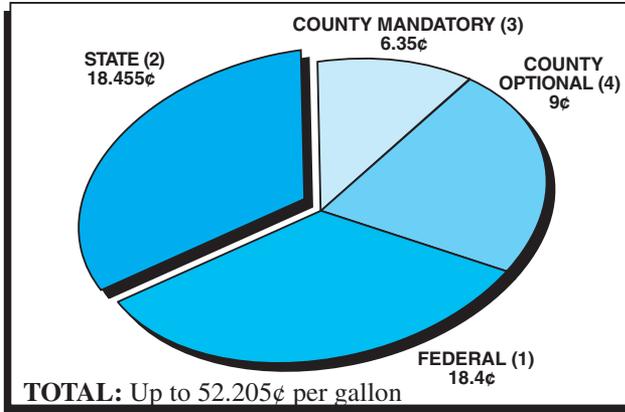
Article 9, Section 5 of the Nevada constitution provides: "The proceeds from the imposition of any license or registration fee and other charges with respect to the operations of any motor vehicle upon any public highway in the state and the proceeds from the imposition of any excise tax on gasoline or other vehicle fuel, shall, except cost of administration, be used exclusively for the construction, maintenance, and repair of the public highways of this state..."

## State Highway Fund

The State Highway Fund was established by NRS 408.235. It is a special revenue fund established to account for the receipt and expenditure of dedicated highway-user revenue. The Department of Transportation is the major activity financed by the Highway Fund. However, the bulk of the operating costs of the Department of Motor Vehicles & Public Safety is also financed by appropriations from the Highway Fund. In addition, there are appropriations to the Department of Taxation to offset gas tax collection costs and to the Transportation Services Authority for motor vehicle enforcement.

# GAS TAX (PER GALLON)

Legal Citations Chapter 365, Nevada Revised Statutes



## 1. Federal

- 15.44¢ To Federal Highway Trust Fund for highways.
- 2.86¢ To Federal Highway Trust Fund for transit.
- 0.1¢ Leaking underground storage tank trust fund.
- 18.4¢ Total Federal Gasoline Tax.**

## 2. State

- 17.650¢ (NRS 365.170) This represents the State Highway Fund's share of the gas tax. It is administered by NDOT.
- 0.750¢ (NRS 590.840) For cleanup of petroleum discharges.
- 0.055¢ (NRS 590.120) Inspection fee for imported gasoline and lubricating oils.
- 18.455¢ Total State Gasoline Tax**

## 3. County Mandatory

- 1.25¢ (NRS 365.180 and NRS 365.550) Apportioned to counties: 1/4 per total area, 1/4 per population, 1/4 per non-Federal-Aid road/street mileage and 1/4 per vehicle mileage (non-Federal-Aid roads/streets). Used for bond service, road construction, maintenance and repair – not for administration.
- 2.35¢ (NRS 365.180 and NRS 365.550) As above, except that within counties with incorporated cities,

the formula is reapplied by an internal distribution to counties/cities. County area excludes city area. Used for bond service, road construction, maintenance and repair – not for administration.

1.75¢ (NRS 365.190 and NRS 365.560) Returned to county of origin. Apportioned between the county, towns with town boards (NRS 269) and incorporated cities according to property valuation. County valuation includes property within towns/cities. Used for bond service, road construction, maintenance and repair – not for administration.

1¢ (NRS 365.192 and NRS 365.196) Returned to county of origin. Apportioned by county to unincorporated areas and incorporated cities by population. Used only to repair or restore existing county/city roads and streets.

**6.35¢ Total County Mandatory Tax**

**4. County Optional**

Up to 9¢ (NRS 373.030) County motor fuel tax is administered by the local Regional Transportation Commission. The maximum tax authorized by statute is 9¢ per gallon. The rate in each county is shown below:

9¢ Carson City, Churchill, Clark, Humboldt, Lyon, Mineral, Pershing and Washoe;

4¢ Douglas, Elko, Esmeralda, Eureka, Lander, Lincoln, Nye, Storey, White Pine

**History**

	Total Collections Mandatory/ Optional		State Share	County Share	County Option #	County Option *	RTC Option #	RTC Option #
1923	2.0¢		\$60,000			+Balance to County Admin Costs		Rd Bond Redemption
1935	4.0¢		4.0¢					
1947	5.5¢		4.0¢	1.5¢				
1)-1955	6.05¢		4.55¢	1.5¢				
1965	6.05¢ 1.0¢		4.55¢	1.5¢		(Clark & Washoe Co. only) 1.0¢		
1966	6.05¢ 1.0¢		4.55¢	1.5¢		(Extended to all Co:s w/RTC) 1.0¢		
1979	6.05¢ 4.0¢		4.55¢	1.5¢		2.0¢	2.0¢	
1981	11.05¢ 4.0¢		8.05¢	3.0¢				4.0¢
1982	12.05¢ 4.0¢		9.05¢	3.0¢				4.0¢
1985	13.05¢ 5.0¢		10.05¢	3.0¢		1.0¢		4.0¢
1987	16.05¢ 5.0¢		11.77¢	4.28¢		1.0¢		4.0¢
1988	18.05¢ 5.0¢		12.70¢	5.35¢		1.0¢		4.0¢
2)-1989	18.655¢ 10.0¢	**	13.305¢	5.35¢	1.0¢		4.0¢	5.0¢
1991	22.155¢ 9.0¢	**	15.805¢	6.35¢			9.0¢	
1992	24.655¢ 9.0¢	**	18.305¢	6.35¢			9.0¢	
1995	24.805¢ 9.0¢	***	18.455¢	6.35¢			9.0¢	

# By Ordinance  
 \* Voter Approval  
 \*\* 0.6¢ to State Petroleum Cleanup Trust Fund  
 \*\*\* 0.75¢ to State Petroleum Cleanup Trust Fund  
 1)- 0.05¢ to Inspection Fee  
 2)- 0.055¢ to Inspection Fee

## SPECIAL-FUEL TAX (PER GALLON)

Legal Citations

Chapter 366, Nevada Revised Statutes

### Diesel

Federal Tax	24.4 ¢
State Tax	27.75 ¢

### Propane (Liquified Petroleum Gas)

Federal Tax	13.6 ¢
State Tax	22 ¢

### Methane (Compressed Natural Gas)

Federal Tax	4.3 ¢
State Tax	21 ¢

**Current  
Rates**

## Distribution (Cents Per Gallon)

<i>Fuel</i>	<i>Federal Highway Trust Fund</i>			<i>State</i>	
	<i>Highway Account</i>	<i>Mass Transit Account</i>	<i>Leaking Underground Storage Tank</i>	<i>Highway Fund</i>	<i>Petroleum Clean-Up</i>
Diesel	21.44	2.86	0.1	27.0	0.75
Propane	11.47	2.13	0	22.0	
Methane	3.44	0.86	0	21.0	

## History

Year	Total Tax	
1923	2.0¢	
1935	4.0¢	
1951	5.0¢	
1953	5.5¢	
1955	6.0¢	
1981	10.5¢	
1982	12.0¢	
1985	13.0¢	
1987	17.0¢	Natural and propane gas used as motor fuel @ 11.72¢
1988	20.0¢	Natural and propane gas used as motor fuel @ 12.65¢
1989	*20.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 20.0¢
1990	*22.6¢	Natural gas used as motor fuel @ 18.0¢ Propane gas used as motor fuel @ 22.0¢
1991	*25.1¢	Natural gas used as motor fuel @ 20.5¢ Propane gas used as motor fuel @ 20.5¢

1992	*27.6¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1995	**27.75¢	Natural gas used as motor fuel @ 23.0¢ Propane gas used as motor fuel @ 23.0¢
1997	**27.75	Natural gas used as motor fuel @ 21.0¢ Propane gas used as motor fuel @ 22.0¢ Emulsified water-phased hydrocarbon fuel @ 19.0¢

\* 0.60¢ to petroleum clean-up fund

\*\* 0.75¢ to petroleum clean-up fund

## VEHICLE LICENSE AND REGISTRATION FEE

### Legal Citations

Chapter 482, Nevada Revised Statutes

Chapter 706, Nevada Revised Statute

### Current Annual Rates

\$33	for automobiles
\$39	for motorcycles
\$27	for travel trailers
\$33	for trucks, truck tractors or buses less than 6,000 lbs. DGVW*
\$38	for trucks, truck tractors or buses between 6,000 and 8,499 lbs. DGVW
\$48	for trucks, truck tractors or buses between 8,500 and 10,000 lbs. DGVW
\$12	per 1,000 lbs. for units between 10,001 and 26,000 lbs. DGVW
\$17	per 1,000 lbs. for motor-carrier units between 26,001 and 80,000 lbs. DGVW (maximum fee is \$1,360). Interstate motor-carriers may prorate this fee and pay only on the percentage of miles driven in Nevada.
\$60	per 1,000 lbs. exceeding 80,000 lbs. for units between 80,000 and 129,000 lbs. DGVW (maximum fee is \$2,940)
\$10	for overlength vehicles (70' to 105') not exceeding 80,000 lbs. DGVW

\* Declared Gross Vehicle Weight

## **VEHICLE PRIVILEGE TAX**

### **Legal Citation**

Chapter 371, Nevada Revised Statutes

### **Current Annual Rates**

Basic rate: 4% of vehicle's depreciated assessed valuation. (Initial valuation of the vehicle is 35% of the manufacturer's suggested retail price, without accessories.)

Optional Supplemental rate: 1% of vehicle's depreciated assessed valuation. (Applied by Churchill, Clark, and Washoe counties only.)

### **Distribution**

Basic Vehicle Privilege Tax: In the counties of Carson City, Churchill, Clark, Douglas, Elko, Humboldt, Lyon, Mineral, Nye, Washoe, and White Pine, 94% is distributed to local governments and 6% to the State Highway Fund as a collection commission. All other counties receive 99% and the State Highway Fund receives 1%. Local governments use the funds primarily for schools and current debt service.

Supplemental Vehicle Privilege Tax: In Clark County, for highway projects and in Washoe and Churchill counties as a general revenue.

## **DRIVER'S LICENSE FEE**

(4-year renewable)

### **Legal Citation**

Chapter 483, Nevada Revised Statutes

### **Current Rates**

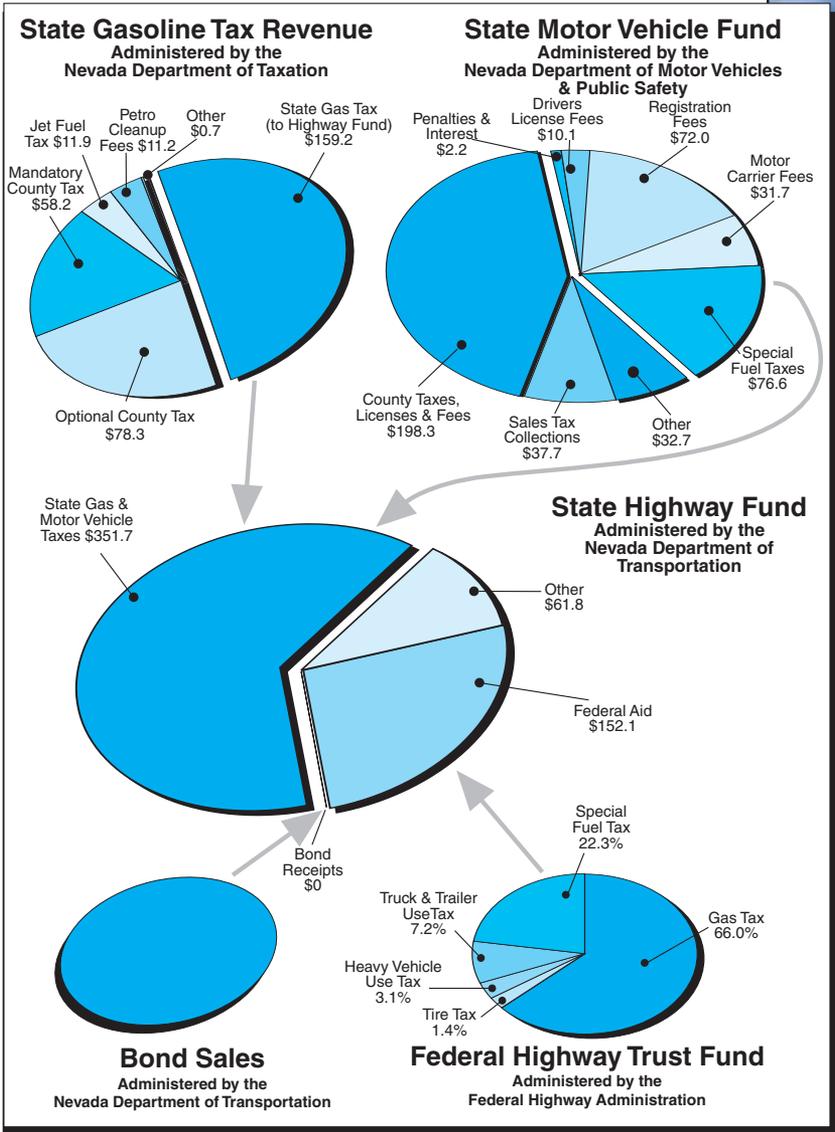
- \$20.50 for operating passenger cars
- \$15.50 for persons 65 or older
- \$5.00 for a motorcycle endorsement
- \$85.00 for operating commercial vehicles

### **TITLE FEES** (one-time fee)

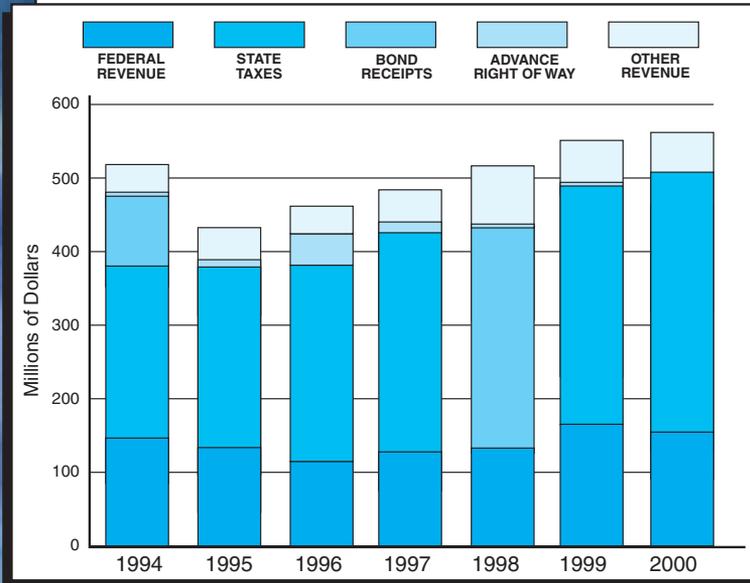
\$20.00 all vehicles

# STATE HIGHWAY FUND REVENUE SOURCES

(2000 Revenue Shown in Millions)



# TOTAL STATE HIGHWAY FUND REVENUE



Millions of Dollars

Fiscal Year	Federal Aid Revenue	State Gas and Motor Vehicle Taxes	Bond Receipts	Advance Right of Way	Other Revenue	Total
1994	141.3	242.6	90.1	3.3	43.4	520.7
1995	129.3	255.3	0	1.7	40.0	426.3
1996	119.6	279.5	0	4.4	38.0	441.5
1997	123.4	304.0	0	6.9	46.0	480.3
1998	131.4	326.7	0	0.1	66.3	524.6
1999	164.5	324.3	0	1.9	62.0	552.7
2000	152.1	351.7	0	0	61.8	565.6

**NOTE 1:**

Total revenue is net to the Highway Fund

**NOTE 2:**

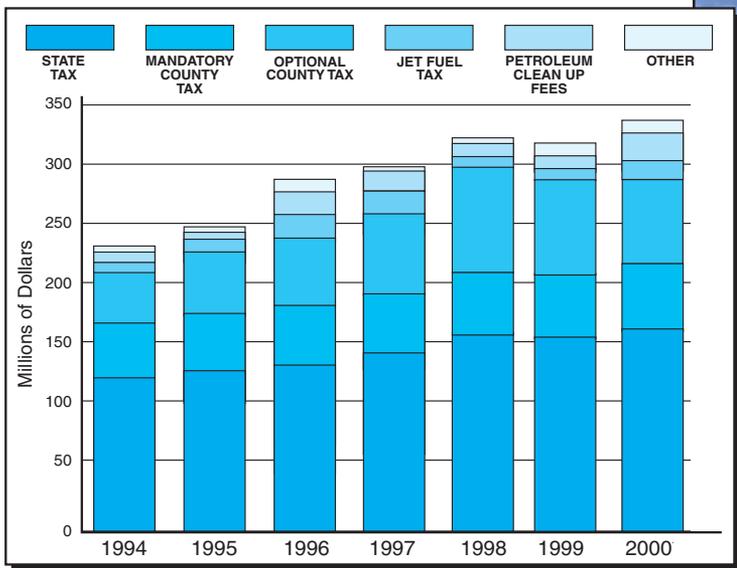
Advance Right of Way receipts are special federal funds. This program ended in fiscal year 2000.

**NOTE 3:**

Other includes interest income, cooperative construction reimbursement, Department of Motor Vehicles & Public Safety (DMV&PS) authorized revenue, and miscellaneous sales and reimbursements

# STATE GASOLINE TAX REVENUE

(Administered by the Department of Taxation)



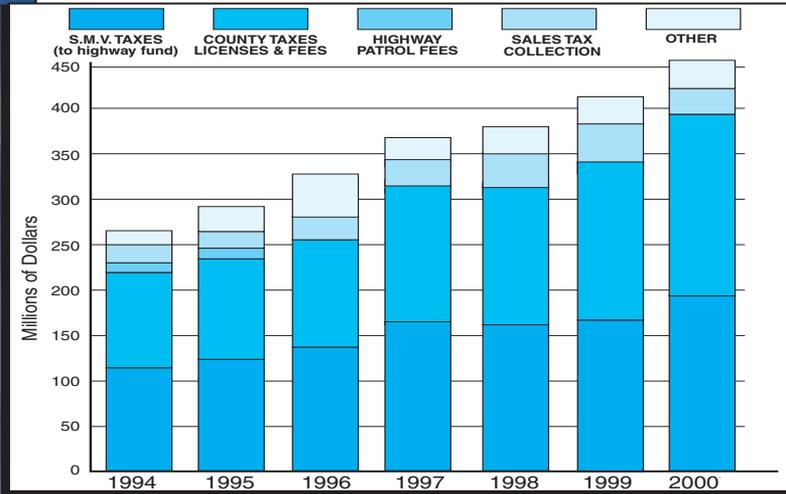
Millions of Dollars							
Fiscal Year	State Gas Tax (to Highway Fund)	Mandatory County Gas Tax	Optional County Gas Tax*	Jet Fuel Tax	Petroleum Clean Up Fees	Other **	Total
1994	121.5	43.6	43.6	7.3	7.0	5.5	228.5
1995	126.6	45.4	55.8	8.5	7.2	5.9	249.4
1996	133.7	48.0	61.3	9.1	9.4	6.2	267.7
1997	140.7	51.0	65.4	10.4	9.8	4.7	282.0
1998	158.6	56.7	75.8	10.8	11.1	5.6	318.6
1999	153.4	55.1	74.1	10.4	10.6	5.1	308.7
2000	159.2	58.2	78.3	11.9	11.2	0.7	319.5

\* Includes optional County Aviation Tax through 1994.

\*\* Includes Petroleum Inspection Fees, Aviation Tax, and other Gasoline Tax distributions.

# STATE MOTOR VEHICLE FUND TAXES, LICENSES, AND FEES REVENUE

(Administered by the DMV and Public Safety)



Fiscal Year	Millions of Dollars					Total
	State Motor Vehicle Taxes (to Highway Fund)	County Taxes Licenses and Fees	Highway Patrol Fees	Sales Tax Collections	Other Revenue	
1994	121.0	102.0	10.0	21.8	13.2	268.1
1995	128.7	114.2	11.0	25.3	12.3	291.5
1996	145.8	128.8	0*	28.1	20.5	323.2
1997	163.3	144.7	0*	30.6	23.4	362.0
1998	168.0	159.0	0*	30.8	25.9	383.7
1999	170.9	172.5	0*	34.1	33.2	410.7
2000	192.5	198.3	0*	37.7	32.7	461.2

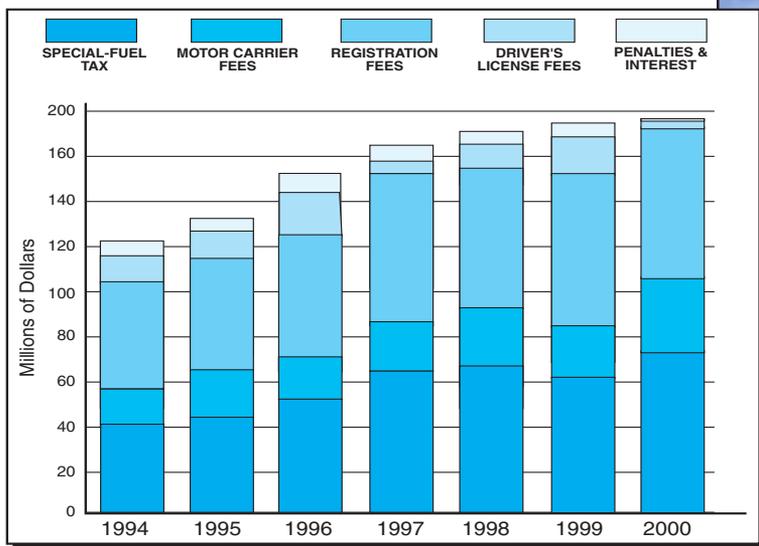
The following page shows a breakout of Highway Fund revenue in this column.

**NOTE 1:**  
In Fiscal Year 1982, DMV&PS began collecting sales taxes on vehicles and transferring collections to the General Fund.

**NOTE 2:**  
Other includes various Department of Motor Vehicles & Public Safety (DMV&PS) revenue, e.g., record search fees, sales and privilege tax commissions, and registration reinstatement fees.

\* The Highway Patrol Fee was eliminated and replaced with a direct Highway Fund appropriation beginning fiscal year 1996.

## STATE MOTOR VEHICLE TAXES TO HIGHWAY FUND DERIVED FROM THE MOTOR VEHICLE FUND

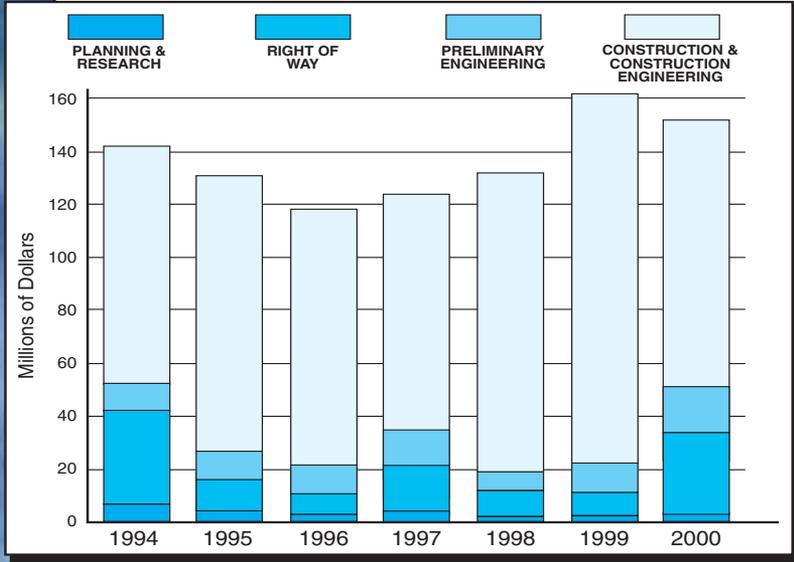


Millions of Dollars

<i>Fiscal Year</i>	<i>Special-Fuel Taxes*</i>	<i>Motor-Carrier Fees</i>	<i>Registration Fees</i>	<i>Driver's License Fees</i>	<i>Penalties and Interest</i>	<i>Total</i>
1994	41.1	17.0	51.9	8.0	3.1	121.0
1995	44.3	18.7	54.3	7.9	3.5	128.7
1996	50.8	24.2	58.1	8.9	3.7	145.8
1997	63.2	25.5	62.2	8.9	3.5	163.3
1998	64.3	25.8	64.1	9.6	4.2	168.0
1999	60.9	22.9	69.8	11.2	6.1	170.9
2000	76.6	31.7	72.0	10.1	2.2	192.5

\* Special fuel includes diesel fuel, propane, natural gas, and water-phased hydrocarbon emulsions.

# HIGHWAY FUND FEDERAL-AID REVENUE BY PHASE



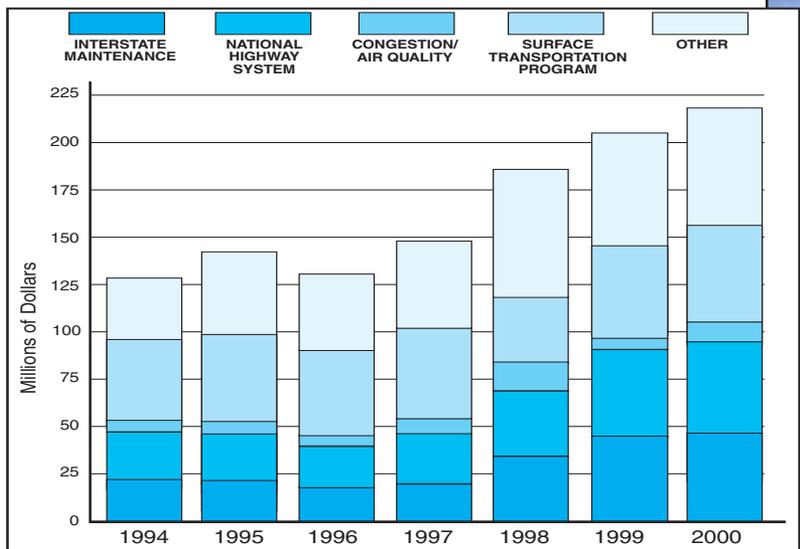
Millions of Dollars

Fiscal Year	Planning and Research	Right of Way	Preliminary Engineering	Construction and Construction Engineering	Total Federal Aid
1994	6.6	36.1	9.5	89.1	141.3
1995	5.1	9.1	13.0	102.1	129.3
1996	3.6	9.4	12.0	94.6	119.3
1997	5.4	17.0	11.4	89.6	123.4
1998	2.7	8.9	7.6	112.2	131.4
1999	3.4	11.5	7.7	143.5	166.1
2000	6.8	28.0	13.2	104.1	152.1

**NOTE 1:**

Federal-Aid revenue is received on a reimbursement basis and typically is from prior year apportionments. Consequently, the Federal-aid revenue shown will not match the Federal-aid apportionments in a given year.

## HIGHWAY FUND FEDERAL-AID APPORTIONMENTS (Under ISTEA\* through 1997; under TEA-21\*\* since 1998)



Millions of Dollars

<i>Fiscal Year</i>	<i>Interstate Maintenance</i>	<i>National Highway System</i>	<i>Congestion/Air Quality</i>	<i>Surface Transportation Program</i>	<i>Other***</i>	<i>Total</i>
1994	24.0	25.2	4.8	42.6	31.4	128.0
1995	24.0	25.1	4.8	47.7	39.7	141.3
1996	20.6	21.9	4.2	42.6	40.2	129.5
1997	23.8	24.8	4.7	47.6	48.1	149.0
1998	32.6	39.2	9.8	32.6	63.2	177.4
1999	40.1	46.2	11.3	45.9	63.2	206.7
2000	42.7	50.4	13.1	48.6	61.5	216.3

\*1991 Intermodal Surface Transportation Efficiency Act.

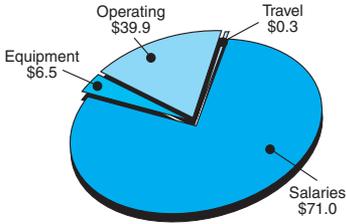
\*\*1998 Transportation Equity Act for the 21st Century.

\*\*\*Other includes Planning, Bridge Replacement, Advance Right of Way, Demonstration and Forest Highway Funds.

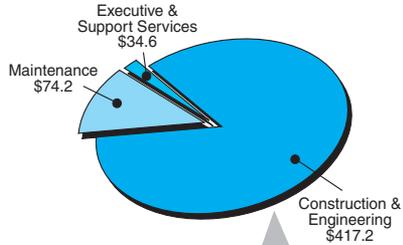
# HIGHWAY FUND EXPENDITURES AND DISBURSEMENTS

(2000 Expenditures Shown in Millions)

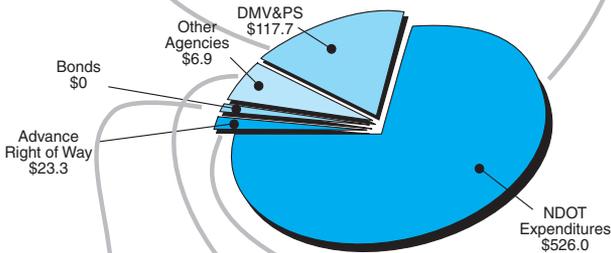
**DMV&PS Expenditures**  
By Object



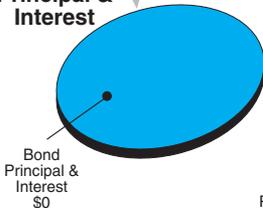
**NDOT Expenditures**  
By Activity



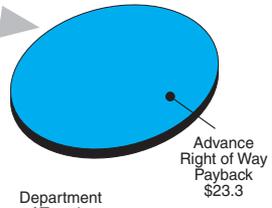
**State Highway Fund**  
Administered by the  
Nevada Department of Transportation



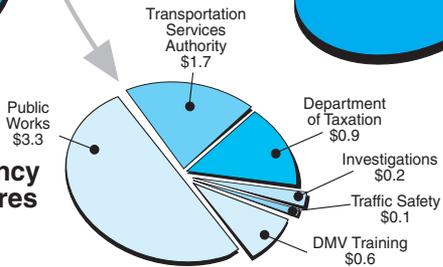
**Bond Principal & Interest**



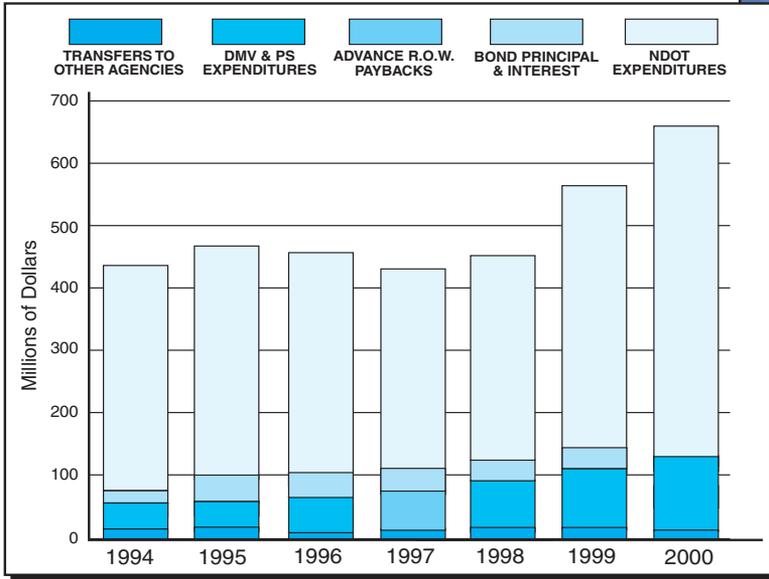
**Federal Highway Trust Fund**



**Other Agency Expenditures**  
By Agency



## HIGHWAY FUND EXPENDITURES AND DISBURSEMENTS



Millions of Dollars

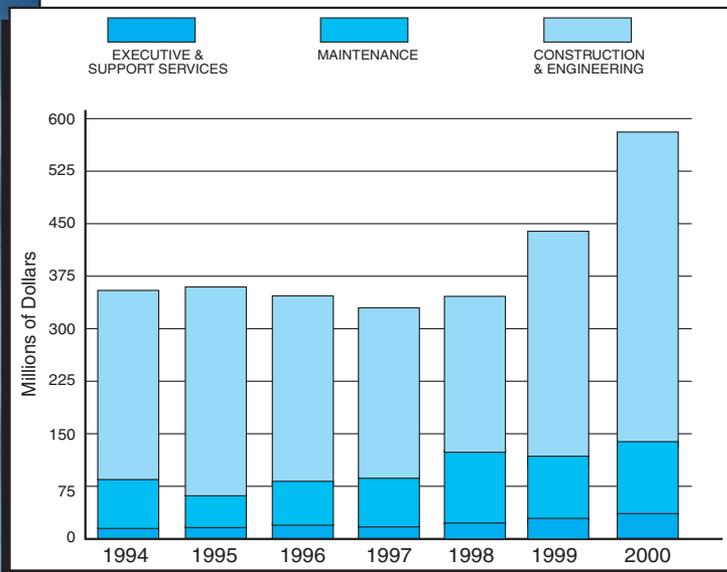
Fiscal Year	Transfers to other Agencies	DMV & PS Expenditures	Advance Right of Way Paybacks	Bond Principal and Interest	NDOT Expenditures	Total
1994	9.2	56.0	0	16.3	355.3	436.8
1995	10.1	58.4	0	35.5	368.7	472.7
1996	3.5	67.2	0	34.8	351.9	457.5
1997	4.4	72.5	0	27.4	319.5	423.8
1998	10.0	85.7	0	19.5	334.1	449.3
1999*	10.0	101.3	0	18.9	427.2	569.0
2000	6.9	117.7	23.3	0	526.0	673.9

**NOTE :**

DMV & PS stands for Department of Motor Vehicles and Public Safety

\*Total includes a one-time Comprehensive Annual Financial Report adjustment of \$12.4 million in 1999

## DEPARTMENT OF TRANSPORTATION EXPENDITURES BY ACTIVITY

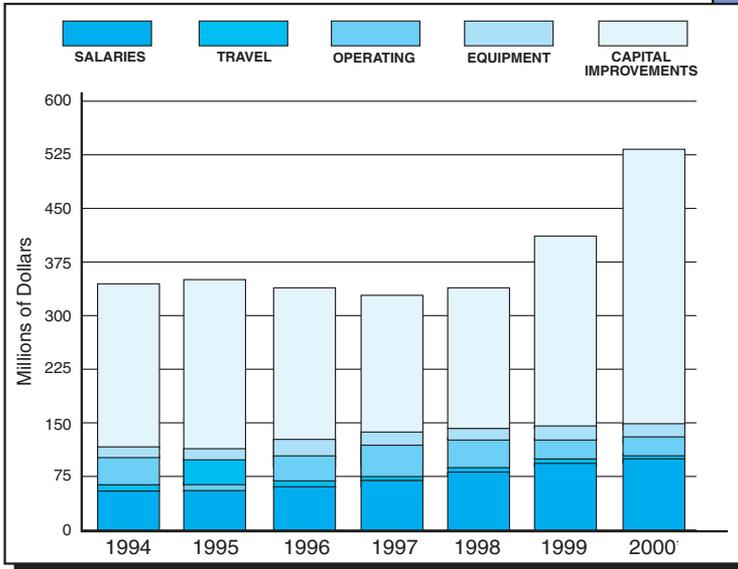


Millions of Dollars

<i>Fiscal Year</i>	<i>Executive and Support Services*</i>	<i>Maintenance</i>	<i>Construction and Engineering</i>	<i>Total NDOT Expenditures</i>
1994	10.8	66.1	278.4	355.3
1995	11.2	56.7	300.8	368.7
1996	15.2	61.2	275.5	351.9
1997	13.9	63.4	242.2	319.5
1998	16.5	79.6	238.0	334.1
1999	22.5	69.6	335.2	427.2
2000	34.6	74.2	417.2	526.0

*\* Increased expenditures beginning in fiscal year 1999 are principally due to accounting changes effected under the statewide Integrated Financial System and expanded data processing and communications systems.*

## DEPARTMENT OF TRANSPORTATION EXPENDITURES BY OBJECT



Millions of Dollars

<i>Fiscal Year</i>	<i>Salaries</i>	<i>Travel</i>	<i>Operating</i>	<i>Equipment</i>	<i>Capital Improvements</i>	<i>Total</i>
1994	64.6	1.6	29.2	4.8	255.1	355.3
1995	65.4	1.4	28.0	4.3	269.5	368.6
1996	69.2	1.4	29.2	7.5	244.6	351.9
1997	73.5	1.2	32.9	6.2	205.6	319.5
1998	76.5	1.4	35.9	10.3	210.0	334.1
1999	81.2	1.6	29.3	13.7	300.3	426.2
2000	84.5	1.7	50.4	12.0	377.4	526.0

**58.35 CENTS TOTAL**  
**PASSENGER CAR OPERATING COSTS**

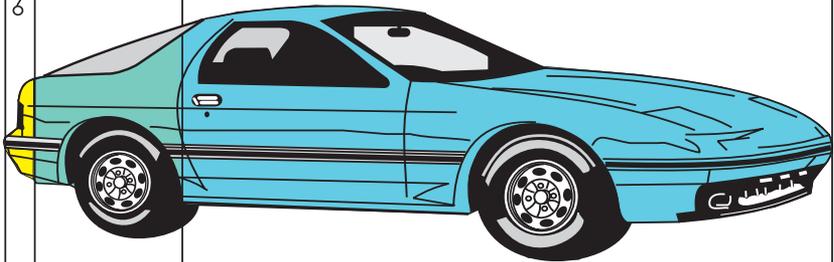
(IN CENTS PER MILE OF TRAVEL)  
For 2000 model year. Vehicle travels 10,000 miles annually and gets 23 MPG.

Sources: American Automobile Association's "Your Driving Costs 2000" and Runzheimer International

**11.70 VARIABLE COST**  
includes gas, gas tax, oil, tires and maintenance

**46.65 FIXED COST**  
includes depreciation, insurance, finance and licensing fees

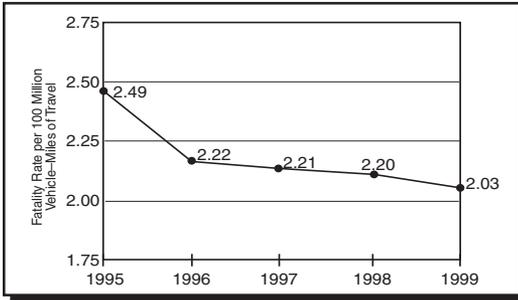
**2.27 CENTS**  
**TOTAL GAS TAX**



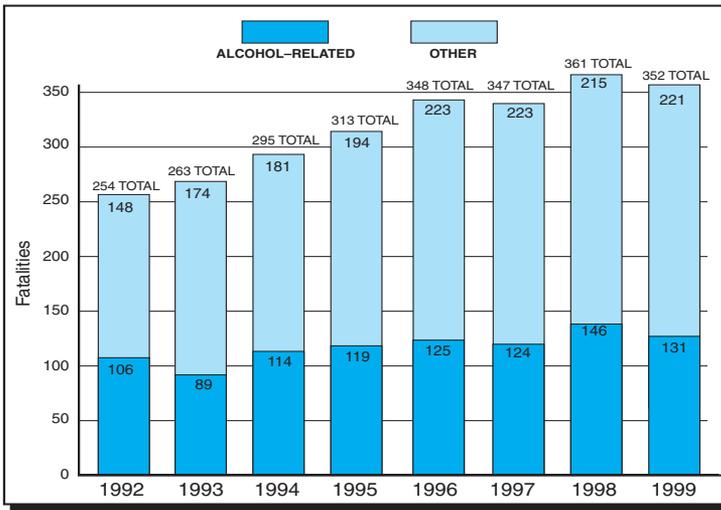
Near Interstate 15 in southern Nevada, a specially designed fence protects an endangered desert tortoise.

# HIGHWAY SAFETY STATISTICS

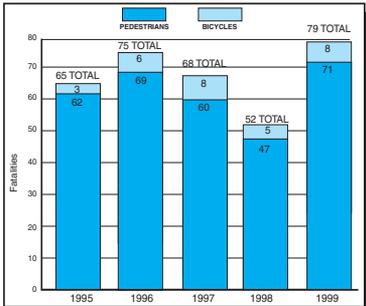
## FATALITY RATES



## FATALITIES BY CAUSE

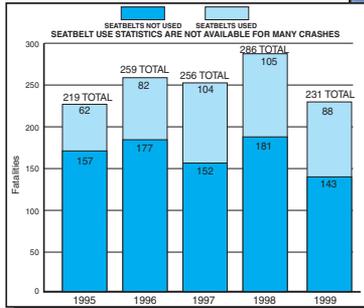


## STATEWIDE PEDESTRIAN & BICYCLE FATALITIES



## SEATBELT USE

### FOR FATALITIES WHERE SEATBELTS WERE A FACTOR



## DEPARTMENT PERSONNEL

Since the late 1980s, NDOT's work force has expanded to accommodate an increasing work program. Principally, this personnel boost occurred in pre-construction, construction and maintenance functions. Pre-construction and construction activities are most affected by capacity-enhancing projects being built for our rapidly growing state. Maintenance activity increased significantly in southern Nevada because of the huge population growth there. Besides the added workload from increased traffic volume, our maintenance crews are scheduling more nighttime work.

### Number of Employees by Function

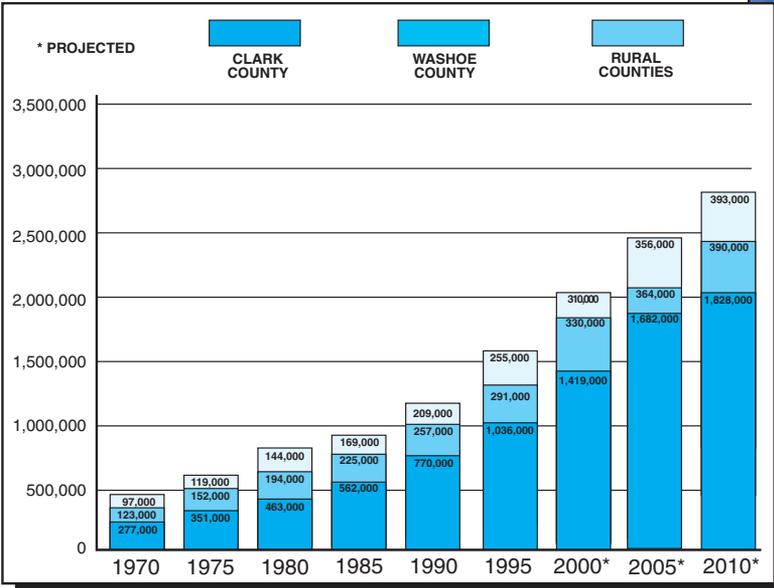
<i>Year</i>	<i>Administration</i>	<i>Preconstruction</i>	<i>Construction</i>	<i>Maintenance</i>	<i>Total</i>
1980	151	308	274	667	1400
1985	154	312	263	662	1391
1990	161	311	330	667	1469
1995	163	322	341	668	1494
2000	182	370	382	717	1651

## LICENSED DRIVERS, PASSENGER VEHICLES, AND POPULATION

Licensed Drivers	1990	848,622
	2000	1,385,696
Passenger Vehicles	1990	898,426
	2000	1,652,969

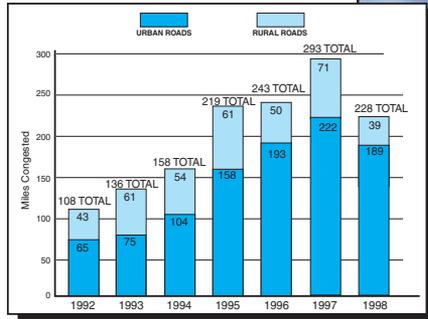
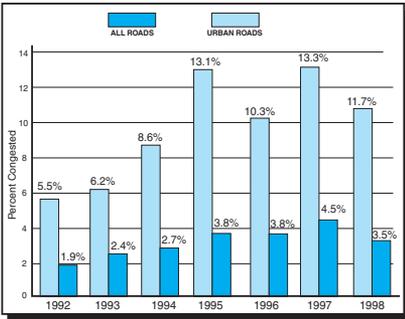
Nevada has experienced a huge increase in population during the last three decades. Since 1970 the state's population has quadrupled from 500,000 to more than 2 million residents. A majority of this growth has taken place within the urbanized areas of Las Vegas, Reno, Sparks, Carson City, and Elko.

# POPULATION



# HIGHWAY CONGESTION

Nevada's population swell has resulted in greater highway congestion. Congested highways are those where maneuverability is severely restricted and driver discomfort is high. These highways are operating at 80 percent or more of their capacity.



## RAILROADS

NDOT manages the state rail-planning process and publishes rail plans and maps. It also directs pass-through federal project funds to help railroads, shippers and local governments with rail improvements on light-density rail lines. The Nevada rail system is vital to the transportation of goods between California and the East Coast.

Union Pacific Railroad is the dominant carrier in Nevada. Burlington Northern Railroad obtained trackage rights as part of the 1997 Union Pacific-Southern Pacific merger. The department has participated with the California-Nevada Super Speed Train Commission on a magnetic levitation train study in the Las Vegas area.

Amtrak's California Zephyr provides service across Northern Nevada on a route that connects Chicago and the San Francisco Bay area. In addition, Amtrak is planning to reintroduce service between Los Angeles and Las Vegas.

<i>Amtrak Passenger Service</i>	<i>Route</i>	<i>Cities served</i>	<i>1999 Ridership</i>
California Zephyr	Salt Lake City UT to Oakland CA	Reno, Sparks, Winnemucca & Elko	500,000

Nevada has 719 railroad crossings statewide. Public crossings include 324 at-grade crossings and 118 grade separations. In addition there are 277 private at-grade crossings

<b>Owner</b>	<b>Miles of Track</b>
Union Pacific Railroad Co.	1091.51
Branchlines (various owners)	109.79
BHP Nevada Railroad Co. (L.A. Dept. of Water & Power)	130.79
White Pine Historic Railroad Foundation	31.70
City of Henderson Branchline	7.20
Nevada Department of Museums	4.64
Pacific Coast Building Products (PABCO)	10.74
Thorne Branchline	53.88
U.S. Gypsum Branchline	6.40
Virginia & Truckee Railroad	2.80
	<hr/> 1448.62

Nevada has applied for Federal-rail grant assistance several times since 1981. The federal grants were matched with state and local funding. The projects and total project costs are listed below:

Parr Intermodal Depot	
Construction	\$1,500,000
Fallon Branch Rehabilitation	\$1,140,000
Fallon Secured Freight Yard	
Construction	\$ 480,000
City of Henderson line	
Rehabilitation	\$ 380,000
Northern Nevada Railroad	
Rehabilitation	\$100,000

## AIRPORTS

Nevada's public-use airports include two international facilities, two commercial-service facilities and 97 general-aviation facilities.

In addition there are 29 recognized heliports around the state. Heliport usage varies from hospitals and casinos to corporate headquarters, mining operations and electric generation plants.

<i>Type</i>	<i>Name (if known)</i>	<i>Location</i>	<i>Number</i>	<i>Emplanements</i>	<i>Operations</i>
International	McCarran International	Las Vegas		30.8 million	
	Reno-Tahoe Int'l	Reno		6.2 million	
			<b>2</b>	<b>37.0 million</b>	
Commercial Service	Elko Municipal	Elko		123,000	
	Ely-Yelland	Ely		3,400	
			<b>2</b>	<b>126,400</b>	
General Aviation	Paved Statewide		32		741,650
General Aviation	Unpaved Statewide		65		15,629
		<b>Total</b>	<b>101</b>	<b>37.1 million</b>	<b>757,279</b>

## TRANSIT

### Elderly and Disabled Transportation

NDOT administers the Federal Transit Administration (FTA) Section 5310 program which annually provides more than \$450,000 to private nonprofit agencies for the purchase of vehicles to serve the elderly and persons with disabilities statewide. Since 1975, the program has provided more than 300 vehicles to 60 different agencies including 12 Indian Communities and Reservations.

### Rural Public Transportation

NDOT administers the Federal Transit Administration (FTA) Section 5311 program which annually provides subsidies totaling more than \$600,000 to public and private nonprofit agencies including Indian Communities and Reservations for the provision of public transportation in the small urban and rural areas of the state. Currently, eight of the 17 counties including the Pyramid Lake Indian Reservation are served by the Section 5311 program.

### Rural Transit Assistance Program

The Federal Transit Administration (FTA) annually provides through the Rural Transit Assistance Program (RTAP) approximately \$55,000 to fund training and technical assistance for agencies in the small urban and rural areas of the state. Training for the small urban and rural area transportation providers is offered through a State Transit Training Program, while technical assistance is provided through a newsletter and individual assistance.

## Transit Planning

Using federal funds for regional Transportation Needs Assessments, transit planning has completed the assessments in 12 of Nevada's 17 counties.

## Job Access Transit Funding

These funds are providing transit services in the Elko and Fallon areas, and intercity service along U.S. 395, U.S. 50 and I-80. NDOT has received two federal grants totaling \$2.3 million to subsidize the services.

## BICYCLES & PEDESTRIANS

Bicycle and pedestrian travel is allowed on all streets and highways in Nevada except freeways in urban areas. The Nevada Department of Transportation, by state regulation, is responsible for a coordinated, balanced, multimodal transportation system for all users. The department recognizes bicycling and walking as legitimate modes of transportation and evaluates all system projects for bicycle and pedestrian compatibility.

NDOT manages the State Bicycle/Pedestrian planning process and produces the Statewide Bicycle/Pedestrian Plan. The Department provides routing information and maps regarding bicycle and pedestrian travel throughout the state. It also reviews and evaluates current and proposed projects to determine bicycle/pedestrian compatibility. More information regarding bicycle plans and activities in Nevada can be found on the internet at the website for the Nevada Bicycle Advisory Board at [www.bicyclenevada.com](http://www.bicyclenevada.com).

## NEW PROGRAMS

***Riders Take Pride:*** NDOT and the Washoe County Regional Transportation Commission joined forces to provide PRIDE, or Public Rural Ride, a new bus transit system on U.S. 395 between Carson City and Reno. Aimed at helping commuters, senior citizens, and those who don't have transportation, the service began in August 2000 and offers 10 trips per day between the two cities. During the first month of operation, 190 passengers per day took the 30-mile jaunt.

***Why Did The Trout Cross the Road?:*** To reach a spawning habitat that had been inaccessible in the past, rainbow, German brown and brook trout can now swim up a "ladder" to get to the other side of the road. A first-of-its-kind for NDOT, the fish ladder is a series of stepped

pools, each six inches higher than the other, that twist up the embankment of S.R. 338 in Lyon County.

Specifically designed by NDOT's Steve Merrill for the jumping ability and size of the fish, the ladder enables the trout to reach a culvert that carries Sweetwater Creek under the roadway. The trout's upstream journey from the East Walker River had been thwarted by a five-foot waterfall from the culvert to the creek.

This plunging water caused another problem: erosion of the embankment. The unique structure alleviates this problem by diffusing any strong flows emerging from the culvert.

***The Color of Lost Revenues:*** Fuel-tax revenues are the lifeblood of the highway system. The Nevada Highway Patrol has a new tool to make sure motorists burning diesel fuel pay their share of fuel taxes.

Fuel intended for non-highway use, including that for farm and mining equipment, is dyed red to indicate that it is exempt from state and federal taxes. The illegal use of dyed fuel on the highway to avoid paying taxes has robbed Nevada of highway revenues. With financial assistance from NDOT, the highway patrol has purchased new equipment that can detect even trace amounts of dye in fuel. Violators are fined \$1,000 or more for using dyed fuel on the highway.



The fish "ladder" adjacent to Sweetwater Road allows trout to swim up Sweetwater Creek and spawn.

## AWARDS

### CENTER STREET BRIDGE, RENO



A partnership which included NDOT, consultant designers CH2MHILL, the City of Reno Redevelopment Agency, and Granite Construction, received a 1999 National Quality Initiative Achievement Award, State level, for its outstanding work in replacing the historic Center Street bridge in Reno. The partnership, along with other agencies and stakeholders, had to overcome many obstacles, not the least of which was the "flood of the

century" in 1997, to complete the \$5.3 million effort. In 1998, the Nevada Chapter of the American Public Works Association presented NDOT with the Project of the Year award for the reconstructed bridge.

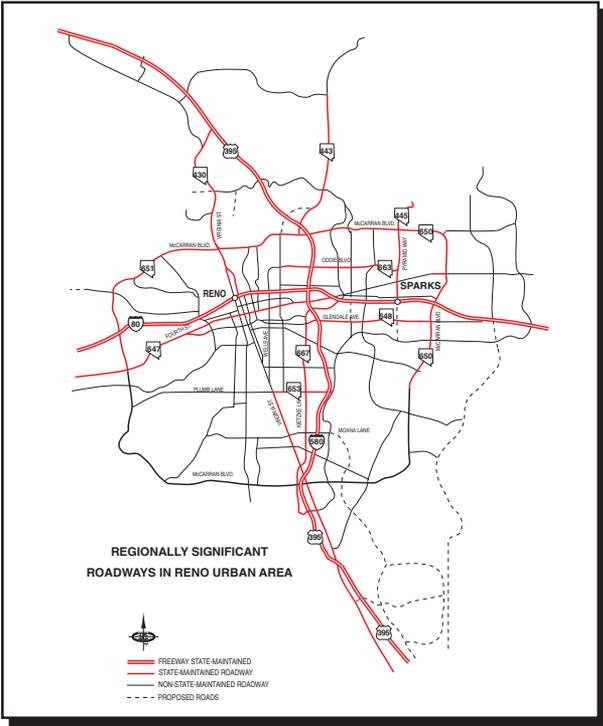
### MEMORIAL POINT REST AREA, LAKE TAHOE



The American Public Works Association also awarded NDOT the 1999 Small Project of the Year award for the construction of the Memorial Point rest area on S.R. 28 near Sand Harbor. Once just a parking lot, the new site now boasts an information kiosk, rest rooms, trails and an observation deck with beautiful views of Lake Tahoe. The biggest benefits of the \$907,000 enhancement project are the mitigation of soil erosion and subsequent preservation of the clarity of the lake.

### EMPLOYEE-SAFETY PROGRAMS

Employee-safety programs merited NDOT recognition as an Outstanding Agency by the Department of Administration's Risk Division. Most notable was the exceptional effort by the Human Resources Division's Safety Section in implementing "Nevada's Early Return to Work Program." During the past three years, putting injured employees back to full-time work sooner, but in a limited capacity, has lowered worker's compensation costs by nearly a third and saved NDOT almost a half million dollars. The section also was commended for its ongoing safety training and inspections, and development of the "Workplace Violence Prevention and Control Program."





Maintenance Supervisor Jay Tobler stands in front of the new state-of-the-art Glendale Maintenance Station in southern Nevada.

## Nevada Department of Transportation



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